

DEPARTMENT OF CONSTRUCTION OF DONG NAI

**TASKS OF COMPETITION**

" GENERAL PLANNING CONCEPT FOR LONG THANH AIRPORT URBAN AREA, DONG NAI PROVINCE AND SURROUNDING AREAS"

June 2024

## COMPETITION TASKS

### " GENERAL PLANNING CONCEPT FOR LONG THANH AIRPORT URBAN AREA, DONG NAI PROVINCE AND SURROUNDING AREAS"

*Issued with Decision No..... /QD-UBND dated.... month....2024*

*2024 of Dong Nai Provincial People's Committee.*

#### **I. NECESSITY OF ORGANIZING THE CONTEST:**

##### **1. Overview of Long Thanh Airport Urban Area in Dong Nai Province:**

- In the Southeast region, Long Thanh Airport Urban Area, Long Thanh District, Dong Nai Province, with the strategy of developing a modern, ecological, international-class urban area around Long Thanh International Airport to maximize the economic and logistics benefits that the International Airport brings, promote and develop the socio-economy of the region in particular and the country in general.  
This is the key development pole in the East of Ho Chi Minh City, an area with the potential to develop a service-industrial urban area, an aviation urban area, and a trading hub for the whole region.
- According to Resolution 24-NQ/TW of the Politburo on socio-economic development, the Southeast region has a particularly important strategic role and position in politics, economy, culture, society, national defense, security, and foreign affairs of the whole country. The Southeast must be a dynamically developing region, an economic, financial, commercial, service, educational, and training center, developing high-quality human resources, science-technology, innovation, and digital transformation leading the country and the Southeast Asia region, playing an important role in linking development with other economic regions. Prioritize the development of high-tech industries and high-quality service industries. Focus on building industrial, urban, service, and logistics belts associated with transport corridors. Maximize internal resources for development, and harmoniously combine them with external resources for rapid, sustainable, autonomous development and deep international integration. By 2030, the intra-regional, inter-regional, and regional transport system will be basically completed; a hub for trade and regional and international integration. The fields of culture, society, education - training, and health will be the leading ones in the country.
- In the planning orientation of the Southeast region for the period 2021-2030, with a vision to 2050 and the approval of the adjustment of the planning of the Ho Chi Minh City region to 2030, with a vision to 2050, Bien Hoa - Long Thanh - Nhon Trach city (the western area of Dong Nai province) is identified as the eastern dynamic urban area of the central core urban area of the region, Ho Chi Minh City.
- In addition, the planning of Ba Ria - Vung Tau province for the period 2021-2030, with a vision to 2050, identifies one of the four economic pillars of the province as modernizing Cai Mep - Thi Vai International Gateway Port (Phu My town) into a large international transit port of Asian and international stature; It is expected to build a free trade zone associated with Cai Mep Ha seaport to form a complete industrial - service ecosystem; At

the same time, to strengthen the connection, the goal after 2030 of Vung Tau - Ba Ria - Phu My will have urban railway line No. 3 connecting with Long Thanh international.

- In the study on the planning of Dong Nai province for the period 2021-2030, with a vision to 2050, the framework for urban development orientation in the province is determined, in which Long Thanh urban area is oriented to become an airport city, meeting the criteria of type III urban area before 2030, after 2030, aiming for a type II urban area (Long Thanh city). At the same time, Long Thanh is identified as one of the urban areas of the Western inter-district area - the urbanized area (including Bien Hoa City; Long Thanh airport urban area; Nhon Trach urban area; Phuoc Thai urban area), identifying Long Thanh International Airport as one of the important links to develop domestic and foreign markets, the core of the transit gateway of the South. Long Thanh Airport urban area is oriented as an important link for Dong Nai to form and link in training research and technology deployment, which, developing into an international gateway airport city with 7 main functions: international airport area (core), commercial service area - finance - event organization, logistics development area, industry, high-tech industry, biotechnology, urban areas, cultural areas, sports, tourism and resort, research and education and training area, concentrated information technology area (as ancillary part, surrounding the core). Long Thanh International Airport, airport Bien Hoa, and Dong Nai seaport system together with Cai Mep port (Ba Ria-Vung Tau province) are the driving force in promoting import and export activities of goods associated with industrial parks, e-commerce, and passenger transport services. Develop and enhance service industries supporting the economy such as financial services, banking, insurance, science and technology, telecommunications, and other services.
- According to Resolution No. 154/NQ-CP dated November 23, 2022, of the Government promulgating the Government's Action Program to implement Resolution 24-NQ/TW, some key tasks and solutions on socio-economic development and ensuring national defense and security in the Southeast region by 2030, with a vision to 2050, focusing on strongly developing and synchronously developing the national and international logistics system associated with seaports, airports, international border gates, key economic corridors and inter-regional trade routes in Ho Chi Minh City, Binh Duong Province, Long Thanh, Nhon Trach (Dong Nai province), Phu My town (Ba Ria - Vung Tau province), Tay Ninh province. Focus on building an aviation logistics center associated with Long Thanh International Airport, investing in developing the port logistics system and international transit ports in Ba Ria - Vung Tau province and Ho Chi Minh City. Concentrate resources to invest in the construction of traffic system as approval plan; upgrade and expand the expressway and national highway system: HCMC-Long Thanh-Dau Giay, the route connecting Long Thanh International Airport and Bien Hoa – Vung Tau Expressway.
- According to the planning of Dong Nai province for the period of 2021-2030, with a vision to 2050, Long Thanh area and its vicinity will develop into an airport city with multiple functions: Provincial-level comprehensive center, Key development pole in the East of Ho Chi Minh City, National airport economic zone, regional traffic hub, smart urban area, sustainable port; Center for creative knowledge economy, industrial services, logistics, clean industry, multi-industry industry; Center for services, resort tourism and modern ecological entertainment at the regional level
- Long Thanh airport urban area is expected to be planned according to a satellite model in which infrastructure, land use structure and economy are concentrated on the airport, making full use of the airport's advantages as a driving force for economic growth, a new

driving force for the province's breakthrough development. In particular, Long Thanh International Airport is the intersection of the major economic corridors of the region, playing a central role in the planning and development of large urban areas. Financial - commercial - event centers, logistics - high-tech industrial development clusters, cultural, sports - resort tourism areas, concentrated education, and training - information technology research areas, and residential urban areas arranged around will take advantage of the strengths that the airport brings, as well as provide additional essential services, supporting the airport area. Thanks to that, the functional clusters in Long Thanh Airport urban area have close mutual support in terms of utilities, traffic, and trade, promoting the need to develop the area into a multi-industry center, attracting investment resources, trade and developing quality services, maximizing the benefits of aviation connectivity, while ensuring the residential and business needs of urban residents.

- In short, with the close connection between the international airport and five interregional expressways, two railway lines connecting trade with the provinces of the Mekong Delta and the Southeast region, seaports and major economic corridors of the region, Long Thanh Airport urban area is expected to become the nucleus for the southern transit gateway urban area. The urban area will not only become an international air transit center of the region but also become a sustainable urban area with synchronous technical and social infrastructure to introduce and exchange trade - finance - technology - culture and art of the Southeast region in particular and of Vietnam in general with the world, promoting the socioeconomic development of Dong Nai province and the key economic region of the South, Ho Chi Minh City region, the Southeast region.

## **2. Objective of the competition**

The competition for planning ideas hopes to gather knowledge from domestic and international consulting units with experience in planning, investment in construction and development, and management and operation of urban airports to find ideas with a comprehensive vision and high practical applicability, maximizing the criteria for architectural planning, landscape, functionality, and aesthetics of a modern, green, sustainable urban area, both in line with the urban trend of the "aeropolis" airport of the times and in line with the current conditions and socio-economic orientation of the Southeast region, Ho Chi Minh City in general, and Dong Nai province in particular

Through the results of the competition and the optimal planning concept, it was selected as the basis for the Long Thanh urban master plan. At the same time, the People's Committee of Dong Nai province decided to select a consulting unit to develop the Long Thanh urban master plan, following the Long Thanh urban master plan task approved by the Prime Minister in Decision No. 185/QĐ-TTg dated February 20, 2024.

Effectively exploit 03 (three) resources: Land, Facilities, and Humans, creating synchronization between invested projects and new investment attraction areas with modern technical systems.

The competition products will aim at the following specific objectives:

- Evaluate the projects that have been and are being implemented within the planning scope, propose contents that need to be continued, contents that need to be changed, adjusted, existing contents, and shortcomings to propose feasible, effective, and appropriate solutions.
- As a basis for evaluating economic efficiency, proposing investment attraction policies.

- Supplementing development policies and orientations of Dong Nai province, Ho Chi Minh City region, and the Southeast region.
- Is the premise and scientific basis for planning organization, selecting unique, optimal, and highly feasible ideas to build topics to include in the general urban planning project of Long Thanh, Dong Nai province, and update the urban planning project of Long Thanh district, the construction planning project tasks of Cam My district, Thong Nhat district, promoting economic, financial and cultural development of the region.
- In addition, through the results of the selection competition, a competent consulting unit was selected to implement the Long Thanh urban master plan until 2045, which was approved by the Prime Minister for the planning task in Decision No. 185/QD-TTg dated February 20, 2024.

## II. LEGAL BASIS

According to the Law on Organization of Local Government dated June 19, 2015;

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According to the Law on Organization of Local Government dated June 19, 2015;

According to the Law on Amendments and Supplements to several articles of the Law on Organization of the Government and Law on Organization of Local Government dated November 22, 2019;

According to Consolidated Document No. 01/VBHN-VPQH dated July 20, 2015, consolidating the Law on Urban Planning and the Law on Organization of Local Government issued by the Office of the National Assembly;

According to the Law on Construction dated June 18, 2014; Law No. 62/2020/QH14

Pursuant to the Law amending and supplementing a number of articles of 37 Laws related to Pursuant to Consolidated Document No. 11/VBHN-BXD dated September 12, 2023 of the Ministry of Construction consolidating the Government's Decree on the preparation, appraisal, approval and management of urban planning; Pursuant to Document No. 421/TTg-CN dated April 3, 2021 of the Prime Minister on the establishment and authorization of approval of the tasks and master plan of Long Thanh urban area; Pursuant to Decision No. 1460/QD-UBND dated May 23, 2014 of the People's Committee of Dong Nai province on the approval of the construction planning of Dong Nai province to 2020, with a vision to 2050; Pursuant to Resolution No. 12/NQ-HDND dated July 14, 2022 of the People's Council of Long Thanh district on the approval of the Master Plan Task of Long Thanh urban area, Dong Nai province to 2045; Pursuant to Plan No. 67/KH-UBND dated February 29, 2024 of the People's Committee of Dong Nai province approving the Plan to organize the implementation of the competition "Ideas for general urban planning of Long Thanh airport, Dong Nai province and surrounding areas"; Amending and supplementing a number of articles of the Construction Law dated June 18, 2014; Pursuant to Consolidated Document No. 06/VBHN-BXD dated November 22, 2019 of the Ministry of Construction consolidating the Government's Decree on the preparation, appraisal, approval and management of urban planning; Pursuant to the Law on Architecture dated June 13, 2019; Decision No. 2076/QD-TTg dated December 22, 2017 of the Prime Minister on approving the adjustment of the Ho Chi Minh City Regional Planning to 2030 and vision to 2050; Pursuant to Decision No. 185/QD-TTg dated February 20, 2024 of the Prime Minister on approving the Master Plan of Long Thanh urban area, Dong Nai province; planning date November 20, 2018;

Pursuant to Document No. 421/TTg-CN dated April 3, 2021 of the Prime Minister on the establishment and authorization of approval of the tasks and master plan of Long Thanh urban area; Pursuant to Decision No. 1460/QD-UBND dated May 23, 2014 of the People's Committee of Dong Nai province on the approval of the construction planning of Dong Nai province to 2020, with a vision to 2050; Pursuant to Resolution No. 12/NQ-HDND dated July 14, 2022 of the People's Council of Long Thanh district on the approval of the Master Plan Task of Long Thanh urban area, Dong Nai province to 2045; Pursuant to Plan No. 67/KH-UBND dated February 29, 2024 of the People's Committee of Dong Nai province approving the Plan to organize the implementation of the competition "Ideas for general urban planning of Long Thanh airport, Dong Nai province and surrounding areas"; Amending and supplementing a number of articles of the Construction Law dated June 18, 2014; Pursuant to Consolidated Document No. 06/VBHN-BXD dated November 22, 2019 of the Ministry of Construction consolidating the Government's Decree on the preparation, appraisal, approval and management of urban planning; Pursuant to the Law on Architecture dated June 13, 2019; Decision No. 2076/QD-TTg dated December 22, 2017 of the Prime Minister on approving the adjustment of the Ho Chi Minh City Regional Planning to 2030 and vision to 2050; Pursuant to Decision No. 185/QD-TTg dated February 20, 2024 of the Prime Minister on approving the Master Plan of Long Thanh urban area, Dong Nai province; planning date November 20, 2018; Pursuant to Decree No. 37/2010/ND-CP dated April 7, 2010 of Dong Nai province planning for the period 2021-2030, vision to 2050; Law on Planning dated November 24, 2017; Pursuant to Decision No. 586/QD-TTg dated July 3, 2024 approving Pursuant to the Law on Construction dated June 18, 2014; Law No. 62/2020/QH14 The Government details a number of articles of the Law on Architecture;

### III. BOUNDARIES, SCOPE, AND SUBJECTS OF RESEARCH

#### 1. Scope and scale of research:

Expanding the research on development orientation of the planning research area:

- + Dong Nai province, specifically: 02 cities Bien Hoa, Long Khanh City, and 05 districts: Long Thanh, Trang Bom, Thong Nhat, Cam My, and Nhon Trach;
- + Ho Chi Minh City, including: the central area of Ho Chi Minh City and Thu Duc City;
- + Ba Ria-Vung Tau province, specifically the inter-district area of 02 cities Ba Ria, Vung Tau, and Phu My town (oriented to become Phu My city in 2050) and 02 districts Tan Thanh, Chau Duc;

Researching development axes along regional traffic routes such as Ho Chi Minh City - Long Thanh - Phan Thiet; Bien Hoa - Long Thanh - Vung Tau, Ben Luc - Long Thanh Expressway, Bien Hoa - Vung Tau, Ring Road 4; Bien Hoa - Vung Tau railway to create spatial connectivity and synchronous technical infrastructure.

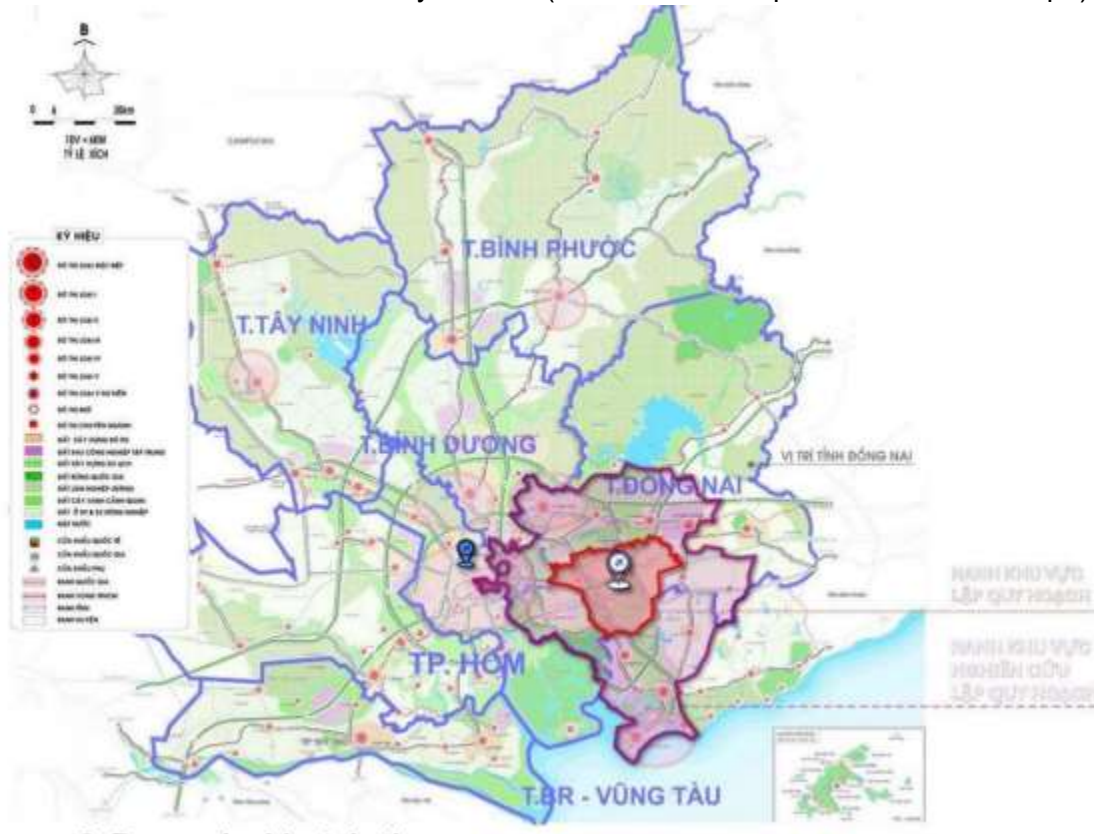
#### 2. Location and boundary scope of the research focus:

The area for the general urban planning of Long Thanh airport, Dong Nai province, and the surrounding area has the boundary of Long Thanh district and part of the area of Thong Nhat and Cam My districts, Dong Nai province. The specific boundary is as follows:

- + The East: adjacent to Xuan Duong commune, Cam My district, and Hang Gon commune, Long Khanh city;
- + The West: bordering Dong Nai River and Thi Vai River;
- + The North: bordering Hung Loc commune, Bau Ham 2 commune, Thong Nhat district, and An Vien, Dong Hoa commune, Trang Bom district;
- + The South: bordering Ba Ria - Vung Tau province.

Research area scale: about 57,291 ha, specifically including:

- + Long Thanh urban general planning area: includes the entire administrative boundary of Long Thanh district with a total natural area of about 43,062 ha, including 14 administrative units: 01 town (Long Thanh town) and 13 communes (An Phuoc, Binh An, Long Duc, Loc An, Binh Son, Tam An, Cam Duong, Long An, Bau Can, Long Phuoc, Phuoc Binh, Tan Hiep, Phuoc Thai).
- + The surrounding area expands to about 14,229 hectares, including administrative boundaries belonging to:
  - + Highway 25 Commune - Thong Nhat District;
  - + Xuan Que Commune - Cam My District; y Song Nhan Commune - Cam My District;
  - + Thua Duc Commune - Cam My District. (Attached is a map of the research scope)



3. Research object:

4. In the research on planning of Dong Nai province for the period 2021-2030, with a vision to 2050, Long Thanh Airport urban area is oriented to research and develop into Long Thanh international gateway airport city with the main functions: international airport area, commercial service - finance - event organization area, logistics development area, industry, high-tech industry, biotechnology, urban areas, cultural areas, sports, tourism and resort, research and education and training area, concentrated information technology area. Units participating in the idea contest need to closely follow the above orientation and Decision No. 185/QDTTg dated February 20, 2024, of the Prime Minister on approving the General Planning Task of Long Thanh urban area, Dong Nai province, and at the same time focus on research (but not limited to) the following areas:

- Commercial service - financial - event organization space, international class shopping complex around Long Thanh airport;
- Cultural, sports, tourism, and resort space;
- Space for educational research and training
- Space for informatic technology
- Renovate or replan rural residential areas within the research boundary.
- Updating planning:
  - + Related planning for belt roads, highways, metro, railways and riverside routes;
  - + Long Thanh International Airport with a scale of 5000 hectares;
  - + Urban area projects: Binh Son New Urban Area project, Phuoc Thai New Urban

Area project,

Long Thanh urban area exists and is expanding in Long Thanh district, which the orientation to develop a green, ecological urban area along Dong Nai River;

+ Planning plan for 4 Logistics service areas proposed in the planning dossier includes: Bau Can - Tan Hiep Logistics Area (about 100ha taken from Bau Can - Tan Hiep Industrial Park); Song Nhan - Xuan Que Logistics Area (Cam My District) with a scale of about 100ha; Logistic Commune Road 25, Thong Nhat District and Logistic Phuoc An 100ha, Nhon Trach District;

+ Industrial parks: The scope of Long Thanh district is planned to develop 12 industrial parks, of which 10 industrial parks are included in the national planning (according to documents No. 2628/TTg-KTN dated December 22, 2014, No. 1836/TTg-CN dated December 25, 2020, No. 111/ TTg-KTN dated January 28, 2021 of the Prime Minister) including: Go Dau Industrial Park: 184ha; Long Thanh Industrial Park: 488ha; An Phuoc Industrial Park: 201ha; Long Duc Industrial Park Phase 1: 281.32ha; Long Duc Industrial Park Phase 2: 298.68ha; Loc An - Binh Son Industrial Park: 498ha; Long Thanh High-Tech Park: 500ha; Phuoc Binh Industrial Park: 190ha; Long Duc 3 Industrial Park: 253ha; Bau Can - Tan Hiep Industrial Park: 2,627ha and Phuoc Binh 2 Industrial Park: 299ha) and 2 industrial parks proposed to be added to the national planning (including: Phuoc Binh 3 Industrial Park: 291ha and Phuoc Binh 4 Industrial Park: 227ha); Cam My district includes 2 industrial parks: Song Nhan - Xuan Que 3,595ha, Cam My Industrial Park 300ha.

- Public, multi-functional space connecting with exploitation areas, developing trade, cultural services, sports, resort tourism, entertainment, organizing regional-class conferences;
- Green space, public parks to exploit diverse and rich ecosystems with open space, exploiting the advantages of Dong Nai River, Thi Vai River, vacant land with many large green areas;
- The ratio of commercial-service works, tourism, sports, educational research, and industrial parks, ... has a harmonious and reasonable ratio with the ratio of green land suitable for the planning orientation of Dong Nai province, Long Thanh district, Cam My District and Thong Nhat district;
- Establishing a close relationship between functional areas and neighboring functional areas through gray infrastructure and green infrastructure systems, through the connection between functional areas, ensuring the long-term sustainable development of the airport's urban area;
- Researching models - airport urban structures in harmony with the general development of the area surrounding the international airport: the river and



highway transport systems are advantages for easy access to the centers of neighboring provinces, to promote the logistics supply chain for the industry - agriculture of the region and locality; focusing on the issue of climate change, ensuring a safe living environment for people and at the same time orienting the development of the area as a gateway for tourism and investment; ensuring feasibility under the current status of land use, social infrastructure and projects that have been and are being implemented.

- Study the lessons learned from airport cities around the world and solutions to the infrastructure, economic, social, and environmental issues;
- Research urban models that integrate diverse and regional industries, allowing Long Thanh Airport urban area to have the opportunity to comprehensively develop, combining many industries to take advantage of the inherent advantages of the airport;
- Research technical infrastructure solutions, methods to limit noise, interference, traffic congestion, and place-making plans to ensure benefits and quality living environment for people as well as create a unique identity for the Long Thanh Airport urban area, a modern international gateway city in the southern region of Vietnam; and solutions to infrastructure, economic, social and environmental issues;

#### IV. DOCUMENTS PROVIDED (According to the attached list)

Dong Nai Provincial People's Committee assigned Dong Nai Provincial Department of Construction to coordinate with relevant units and People's Committees of Long Thanh, Thong Nhat, and Cam My districts to organize a meeting and provide full information and data to contestants. At the same time, organize a session to introduce the boundaries and scope of field research, combined with a survey of the current status.

#### V. RESEARCH CONTENT:

Contest proposals must be researched and presented sufficiently (but not limited to) the following contents:

1. Forecasting development needs, exploitation capacity, and investment attraction in the area (research period up to 2045);
2. Identifying public investment areas and areas calling for investment in the form of socialization;
3. Proposing functional zoning and land use planning;
4. Arranging functional spaces to build construction areas according to the research subjects in section 3, part II;
5. Development divergence, proposing expected priority investment items;
6. Management mechanisms and regulations.

#### VI. REQUIREMENTS ON THE PLAN CONTENT:

1. General requirements:

- Maximize the potential advantages of Long Thanh International Airport, orient the formation of a new dynamic area for breakthrough development in the process of focusing on investment and development in the Southeast region, Ho Chi Minh City in general and Dong Nai province in particular;
- Create conditions for cultural, technological, commercial - financial, and educational exchanges. domestic education and introduction of unique Vietnamese culture to foreign countries.
- Create a spacious natural landscape with diverse biological flora, contributing to the ecological balance of the city environment;
- The consulting unit needs to analyze and evaluate the natural characteristics of the area in terms of geographical location, terrain, climate, geological characteristics, hydrological characteristics, the area along the Dong Nai River and the river system, canals, etc., their impacts on the solution of site layout and park space, effectively exploiting land use value. Ensure the feasibility of the project.

2. Specific requirements:

The selection plan must be consistent with the content of Decision No. 185/QĐ-TTg dated February 20, 2024, of the Prime Minister on approving the Master Plan for Long Thanh urban area, Dong Nai province to 2045; the following contents must be stated and clarified:

**a. Forecasting development needs, exploitation capacity, and investment attraction in the area** (research period to 2045):

- Analyze and evaluate current conditions based on provided documents and separate surveys of the consulting unit. Propose feasible ideas that closely follow the terrain, topography, and actual status conditions. In addition, the proposed idea is considered suitable for reality based on the assessment of the legality, and progress of the construction investment project items, and land funds that have been compensated for site clearance to avoid affecting the construction items that have legal status and a specific and clear implementation plan;
- Assess the development potential in the research area and assess the economic-financial trade, tourism, and entertainment needs of neighboring areas and the world; - Research new factors to promote regional development, becoming a key economic zone in the South associated with the general development orientation of the Southeast region, Ho Chi Minh City region and Dong Nai province;
  
- Develop sustainable design criteria (providing green infrastructure, creating destinations for all ages, implementing water and energy conservation, preserving and supporting biodiversity, etc.), updating new trends, science and technology in park design;
- Forecast economic - population development, development needs of financial, commercial, exhibition centers, industrial - high-tech - biotechnology parks, research - education and training zones, information technology zones, public parks, thematic parks associated with trade, services, tourism and entertainment, and resorts for the research site;
- Forecast negative changes in the natural environment and impacts on park planning; - Orient the functional structure of Long Thanh urban area and surrounding areas;

- Identify the driving forces for urban formation and development, determine the role of Long Thanh Airport urban area in the region, Dong Nai province, Ho Chi Minh City area, and the country;
- Orientation for development of internal and external traffic connections; - Forecast development, forecast population size, and labor, occupations on the basis for orienting the functional structure of the study area and its surroundings.

**b. Identify public investment areas and areas calling for investment in the form of socialization:**

- Identify and delimit public investment areas and areas calling for investment in the form of socialization (areas encouraged for development; areas with development potential; reserve areas); areas prohibited for development and areas proposed for development;
- Identify goals, orientations, and development models as well as propose implementation solutions, ensuring feasibility and the ability to mobilize social resources;
- State arguments, technical solutions, and bases for determining the above delimitations;
- Scale, nature, and technical requirements for each area; - Propose areas of other nature (if any).

**c. Propose function**

- Zoning orientation, basis for determining the functional areas of Long Thanh Airport urban area: the contestant can propose appropriate structural ratios, however, there must be explanations consistent with the proposed data. In particular, ensuring full main functions: international airport area, commercial service - financial - event organization area, logistics development area, industry, high-tech agriculture, biotechnology, urban areas, cultural areas, sports, tourism and resort, research and education and training area, concentrated information technology area; in addition, it is necessary to clearly state the key points to see the outstanding and unique functions of Long Thanh airport urban area compared to other neighboring urban.
- Effectively exploiting natural conditions, typical ecosystems, and advantages of Long Thanh International Airport, national and regional technical infrastructure systems in the area to develop suitable urban spaces and functional areas to increase land use efficiency; aiming to become one of the key urban areas of the Southeast region and the Southern dynamic region; being the nucleus to promote the socio-economic development of Dong Nai province;
- Meeting the requirements of labor structure shift and population distribution; synchronously building social infrastructure and technical infrastructure systems. Developing sustainable urban areas, in harmony with nature, protecting the environment, and adapting to climate change;
- Connectivity between urban functional zoning and the main traffic axes of the region as well as public transport areas;
- Proposing recommendations for adjusting functional zoning and the basis for proposing these recommendations.

**d. Content of proposed ideas:**

Based on the Long Thanh Urban Master Plan approved by the Prime Minister in Decision No. 185/QD-TTg dated February 20, 2024, and the expanded surrounding area, competent need to focus on researching and proposing ideas on:

***a) regional links:***

Based on the analysis of the role and position of the Long Thanh urban area concerning Dong Nai province, Ho Chi Minh City area, and the southern provinces; the socioeconomic development situation, regional planning orientation, and the impact and promotion of key projects and works such as Long Thanh international airport and the seaport system in the region, the contestant researches the following contents:

- Model, spatial structure, clarifying the impact of the region on urban structure, main development directions of Long Thanh urban area; - Ideas for connecting traffic and technical infrastructure within and between regions;
- The idea of zoning development, functional zoning, and population distribution aims to promote connection and cooperation between the southern provinces and cities with Dong Nai province and Long Thanh urban area in developing economic sectors (trade - services, logistics, industry, innovation, etc.), solving environmental issues, housing, employment, and infrastructure capacity.

***b) Model and structure of the entire urban space:***

- Ideas on priority directions and main development corridors;
- Schematic diagram of the urban landscape structure, layout of centers, open space, landscape routes, and ecological corridors...;
- Urban spatial model and structure in response to climate change and rising sea levels.

***c) Land use planning and urban service infrastructure:***

- Functional zoning, development zoning, and population distribution associated with housing models, traffic planning, technical infrastructure, and social infrastructure;
- Effective land use strategy associated with economic restructuring, spatial organization of economic sectors such as trade, services, industry, and urban agriculture;
- Ideas for planning urban service infrastructure systems

***d) Orientation of spatial development of urban areas and regions Driving forces and development corridors:***

- New urban area model associated with the formation of Long Thanh Airport,
- Development model of industrial parks and clusters, aviation logistics centers, trade and service centers, free trade zones;

***e) Ideas on urbanization, and urban development models in neighboring expansion areas.***

***f) Ideas on spatial organization, urban design, and enhancing the identity of landscape architecture space:***

- Identifying urban characteristics; and ideas on the horizon, highlighting architecture, and specific urban spaces;
- The idea of organizing landscape space along the banks of Thi Vai River, Dong Nai River, and the system of canals, lakes, and ponds associated with developing the service economy, building multifunctional green infrastructure such as waterway transportation, water regulation, public open space, and creating a unique river landscape
- Urban design of important areas: CBD, TOD, gateway area, central park, ecological park, traffic hubs.

***g) Ideas to solve some important urban problems and strategies for implementing planning: - Ideas on applying digital technology in urban planning and development;***

- The idea of integrated urban development with public transport system (TOD), mixed-use transport, including public underground transport and surrounding underground urban space, linking public transport with land use to exploit land effectively;
- Ideas and solutions for social housing, housing for workers and immigrant workers;

Ideas in urban planning and renovation to respond to emergencies such as natural disasters and epidemics.

- Ideas on development framework, investment divergence, strategy, and policy framework for planning implementation: cooperation mechanism, regional linkage, resource generation mechanism, public-private partnership in urban development investment, proposal of strategic investment projects;

*Contestants can propose and supplement additional research content in addition to the above content.*

***e. Development divergence, proposed expected priority investment items***

- Development divergence of each functional area of Long Thanh Airport urban area in each specific phase. State the arguments;
- Orientation of development of each function of Long Thanh Airport urban area in each specific phase. State the arguments;
- Propose priority investment items and investment efficiency, flexibility of each type of investment function in the urban construction of Long Thanh airport;

***f. Management mechanisms and regulations***

- General regulations on exploitation, management, and use of functional areas of Long Thanh Airport urban area;
- Responsibilities of the parties (state, investors, and people) for each type of investment function in the urban construction of Long Thanh airport;
- Policies, and public-private partnership in attracting investment, exploiting, managing, and using Long Thanh Airport urban area;

- Identify areas that require specific management requirements. Must have detailed planning, urban design 1/500, underground space planning;
- Technical feasibility and infrastructure connection.

### **3. DESIGN PRODUCTS:**

#### **3.1. Presentation files:**

- Presentation file of research report (A4 - clearly stating ideas and solutions);
- Report file presenting idea options (A3 or A4);
- Drawing file A3;
- The product may not need to fully present the contents of a complete project, but the competition unit can present diagrams and drawings showing more in-depth ideas about one or more fields that it is knowledgeable about.

#### ***Specifically, the explanation consists of 2 parts as follows:***

- Summary: Briefly present all planning ideas and solutions in no more than 2000 words.
- Content: includes at least the following content.

#### Context analysis:

- Analyze and fully and deeply evaluate the current problems of Ho Chi Minh City, Dong Nai province, and the research area.
- Analyze and evaluate the current situation, potential for inter-regional connectivity, and competitiveness in the region, and surrounding areas.
- Analyze economic competition trends related to airports and airport cities in the regional and global context, to select appropriate models for implementation in the research area.

#### Development strategy:

- This component clearly states the viewpoint and ideas:
  - + Socio-economic development strategy;
  - + Seizing opportunities in Ho Chi Minh City region;
  - + Participation of subjects/communities;
  - + Promoting the role of existing pillars.
- Review the contents stated in the Appendix of the recruitment task.
- Other proposed contents such as proposals on policies, tools, management solutions...

#### Planning Ideas and Solutions:

- Clearly explain the spatial planning of Long Thanh Airport Urban Area, including but not limited to the contents of the Model, urban form of an Airport City, Land use planning,

Traffic, Environment, and connectivity within the area, with the whole Dong Nai province, neighboring provinces and with Ho Chi Minh City;

- Note the feasibility and success of the proposed content ideas when applied in practice, and ensure the following requirements:

+ Breakthrough, propose projects that bring about rapid and sustainable urban transformation at many macro and micro levels;

+ Innovative and breakthrough factors in terms of urban organization and planning;

+ Smart management policies.

**Proposals for implementation in the first phase:**

- Propose solutions and roadmap for implementing planning and investment development in 5-10 years;

- Proposing key projects that need investment in the city.

**3.2. Report drawings:** shown on A0 landscape paper, maximum 12 copies, including Drawings need to show the content of urban spatial planning present and illustrate ideas, including at least the following drawings:

- Location map, land boundaries;

- Current status assessment diagram;

- Demonstrate a highly interactive Airport Urban model in terms of Ideas, development strategies, operating principles, functions, connections, interactions between areas and regional relationships at appropriate scale and scope;

-Functional zoning, master plan of land use with appropriate ratio

- Organizing architectural landscape space of typical areas, perspectives, and illustrative details;

- Organizing technical infrastructure, social infrastructure, and environment systems with appropriate scales;

- Expressing your unique ideas;

- Corresponding elevation and section drawings with appropriate scales and other expressed contents, if any;

- AutoCAD drawings showing the appropriate contents

**3.3. Film presenting ideas and design options:** 3D video clip illustrating ideas (if any) from 5 to 10 minutes (with Vietnamese or English subtitles/ narration).

**3.4. Report file:** Presentation file on Microsoft PowerPoint software, clearly and fully showing the proposed plan's presentation content.

**3.5. CD, DVD:** contains the explanation in Microsoft Word (PDF), presentation file in Microsoft PowerPoint, and drawing files in Auto cad, Sketchup programs...



## ATTACHED DOCUMENTS TO THE DESIGN TASKS

1. Related documents and maps:
  - Statistical yearbook of Long Thanh district in 2021, 2022, 2023.
  - Master plan for the development of Vietnam's urban system to 2025 and vision to 2050
  - Master plan for socio-economic development of key economic regions South, and Southeast region by 2020, orientation to 2030
  - Construction planning for Ho Chi Minh City region to 2020, vision to 2050, South Central Coast region to 2025, and Central Highlands region.
  - Dong Nai province planning for the period 2021 - 2030, vision to 2050;
  - Long Thanh district construction planning to 2040, vision to 2050.
  - Land use planning for the whole Long Thanh district for the period 2021 - 2030.
  - General planning for the construction of Long Thanh town; General planning for the construction of Long Thanh industrial-urban-service complex, Long Thanh district; General planning for the construction of 13/13 communes. - Urban and rural planning, tourist areas, industrial zones and clusters, and other functional areas have been established and detailed planning has been approved in the district;
  - Research results, works, and development projects of the above sectors District area. Relevant documents, materials, and data issued by the locality.
  - Basic survey data on socio-economics, culture, technology, and other relevant documents serving the research.
  
2. Cadastral map of Long Thanh district and neighboring areas;
3. Current status map and land use planning of administrative units in Long Thanh district and neighboring areas;
4. Maps of construction planning projects, urban planning, and other sectoral planning related to the research area;
5. Topographic map of Long Thanh district at scale 1/5000-1/10,000 VN2000 coordinate system.
6. The task of Long Thanh urban master plan until 2045 is attached to Decision No. 185/QĐ-TTg dated February 20, 2024, of the Prime Minister and related maps and drawings.
7. Related legal matters.